

## THREE OCEAN LINERS EATEN UP BY FLAMES.

North German Lloyd's Hoboken Piers Destroyed and the Bremen, Saale and Main Reduced to Ashes.

## KAISER WILHELM DER GROSSE

Was Saved, But Damaged—Hundreds Caught in Blazing Ships Perished. Loss Will Amount to Millions.

NEW YORK, July 1.—Hundreds of persons perished by fire and water, scores more were injured, three great ocean liners were destroyed, and millions in property were lost yesterday afternoon in one of the greatest catastrophes New York has even known, if not the greatest.

The fire started about 4 o'clock in one of the piers of the North German Lloyd line, in Hoboken. In nine minutes five acres of piers were in flames, and the destruction of three steamships was begun.

The Saale, survivor of many misfortunes, drifted down the Hudson to a fiery end, carrying with her scores of helpless men, trapped in her hull.

The Bremen, built only three years ago, is now a hopeless wreck, with seventeen men, who went to man her pumps, prisoners, but still alive.

It was impossible to save the little freighter Main, and she was burned at her pier.

Flames seized the big Kaiser Wilhelm der Grosse, but she was dragged away by tugs and the fire extinguished after considerable damage had been done.

## Firemen Overwhelmed.

Hoboken firemen, with their five engines, were overwhelmed by the magnitude of the fire. Though they fought nobly, their efforts were almost useless.

Aid came from Jersey City, and fireboats were sent over from New York, but the flames by that time had spread from the piers. The huge Campbell storage was destroyed with its contents, valued at \$1,500,000.

Shipping in the North river on both sides was endangered by the burning steamships and barges as they drifted down stream, but no damage was done on the New York side.

Hospitals in Hoboken and New York are filled with the injured, and the bodies of some of the dead are piled up in wooden boxes in Hoboken.

At least sixty bodies are believed to be in the Saale, and many more are presumably still in the river. It is impossible to give a correct estimate of the number of victims.

Tugs and other craft hastened to rescue the men who, to escape from the burning boats and piers, took to the river, but in many cases the heat drove them back, and, helpless, they saw men perish before their eyes.

## Another Vivid Account.

NEW YORK, July 1.—From a swiftly spreading conflagration which quickly converted the Hoboken pier of the North German Lloyd Company into whole acres of flames and wreathing smoke, there yesterday afternoon dashed for life fully 1,500 persons who were on the piers or in their neighborhood.

Four vessels of the fleet were alongside the piers at the time. Three of them are utter wrecks and a fourth, the big Kaiser Wilhelm der Grosse, very narrowly escaped a similar fate.

In tow of tugs the Saale and Bremen were dragged into the stream, one a fierce mass of flame, which went licking up masts and funnels; the other with fire bursting from every part of the overheated superstructure.

The Main, less fortunate, was burned at her pier, and the Kaiser Wilhelm der Grosse, being slowly dragged to safety through a mass of licking flame, reached midstream with her starboard side blistered and warped, starboard lifeboats destroyed and otherwise badly injured.

The Thingville line pier was swept out of existence, and when it was seen that the Hamburg-American piers would have to go the northern pier was blown up by dynamite.

## Loss of Life Appalling.

How does this tell half of the disaster of the day. The loss of life that goes with it is still more appalling. In the many tragedies of that mighty and far-reaching conflagration it is believed that fully four hundred persons lost their lives—some by drowning, others imprisoned by flames and tortured to death by fire.

The fire originated among bales of cotton stored on pier No. 3 of the North German Lloyd line. It was discovered about 4 o'clock in the afternoon, and the rapidity with which it spread can best be told in the graphic language of Capt. John Gannon, of the tug W. F. Dalzell.

## Saw Scores Drowned.

"I was in midstream," he said, "and almost opposite Hoboken, when I saw fire break out from the Lloyd's pier. Although my boat was but a quarter of a mile or so away, the piers were a mass of flames before I could reach them. I ran in under the stern of the Kaiser Wilhelm der Grosse, and as I got there her people were jumping overboard like mad.

"We picked up seventy of them and saw a score drown before our eyes. All of my men were out with lines and dragging the drowning from the water,

but there were so many of them that it was impossible for us to rescue them all."

## TWO HUNDRED LOST

In the Terrible Fire and the Property Loss Will Amount to \$10,000,000. Steamers and the Three Docks go up in the Flames.

NEW YORK, July 1.—The fearful havoc to life and property caused by the fire which broke out at the docks of the North German Lloyd company in Hoboken yesterday, cannot be approximated with any degree of certainty. Conservative people who have had experience along the docks, are of the opinion that not over two hundred lives were lost.

One of the officers of the steamship Bremen said to-day that there were fully two hundred visitors on board that vessel when the fire touched there, the majority of them being women. A boat was lowered from the Bremen shortly after the alarm had been given, but the craft capsized as it touched the water and all hands were precipitated into the water, and none of them was saved by those remaining on the vessel. This in itself would indicate that the list of dead may be larger than it was at first thought to be.

The property loss can simply be approximated at this time. None of the officials around the docks could give anything like a precise estimate of their loss and none was prepared to make a statement on this point. A conservative estimate, made by a prominent fire underwriter places the entire damage at less than \$10,000,000.

## Three Docks Total Losses.

The three docks of the North German Lloyd line are total losses, with all their contents and they are still smoldering, with many streams from fire hose playing continually on the debris. The pier of the Thingville line is totally wiped out and an extension which had just been built on the Hamburg-American line's expanse of piers was burned down to the pile tops.

The warehouses of Palmer Campbell, which were across the street from the North German Lloyd docks, suffered greatly and a number of houses along the street were scorched badly.

The loss on the steamship properties and to other companies is estimated to-night, approximately as follows:

The steamship Main, of the North German Lloyd line cost \$1,500,000 outside of the cargo, fitting and stores. The loss is placed at \$1,200,000 for the vessel and about \$300,000 for the fitting and stores and cargo that was aboard of her.

## Bremen Apparently Destroyed.

The steamship Bremen, of the North German Lloyd's line, cost \$1,250,000, and her fittings and cargo were valued at \$300,000. The cargo and stores were entirely consumed and the loss to the vessel proper will amount to at least \$700,000. She is beached off Weehawken to-night and still smoldering, apparently destroyed save her machinery.

The Saale, the steamship which will have the most horrible story of death to unfold when the divers go down in her, cost the North German Lloyd company \$1,500,000 and the fittings and cargo were valued at \$300,000. The Saale is beached at Ellis Island and still burning. The damage to the vessel proper is placed at about \$800,000.

## The Damage Done to the Kaiser Wilhelm der Grosse is Estimated at \$25,000.

The three docks of the North German Lloyd line which were burned to the water's edge, are estimated to have cost \$300,000. The docks were well filled with merchandise just received from abroad and valued at \$350,000.

The Thingville pier, which was entirely consumed, was valued at \$50,000, counting the stores which were on it.

The Hamburg-American line dock, which had just been completed as an extension to their great pier, and which was destroyed in order to prevent the spread of the flames, was damaged to the extent of \$15,000. This was the only loss they sustained as the steamer Phoenixia, contrary to reports, was not even scorched.

## Warehouses Completely Gutted.

The warehouses of Palmer Campbell, houses E, F, G, and H, were burned. Mr. Campbell said to-night that he could not give a definite estimate of his losses, but the damage to buildings alone would amount to at least \$50,000, and the contents \$1,250,000. Had the fire occurred at any other time of the year, he said, the loss would have been much greater, as just at the present time the imports are very light and the houses were not well filled. This statement accounts for the comparatively small loss on the three piers of the North German Lloyd line.

One lighter containing five thousand bags of sugar, was destroyed, the loss being \$27,000.

Eight barges and eleven canal boats were either burned or sunk with their cargoes. Total valuation, \$125,000.

The Hoboken shore railroad had a number of cars burned and other property damaged. Loss, \$7,000.

Minor losses on floating property, burned at the fire proper or set on fire by burning driftwood, will amount to about \$20,000.

The personal losses sustained by those aboard the steamships can simply be surmised, as there is no way of ascertaining this at the present time.

Gustav Schwab, the agent of the North German Lloyd steamship line, said to-night:

"Things are in a very unsettled condition as yet, and I have been hard at work to-day gathering up the ends. I have been on a tour of inspection this morning, and in a tug visited all three of the wrecked vessels, as well as the Kaiser Wilhelm der Grosse. She will leave on her regular trip Tuesday, at 10 a. m.

"The Saale was the first vessel we visited. From there we went to the

Bremen and the Main. Both of the vessels are still burning. I should not say that any of the vessels would be a total loss. They look worse from the outside than they really are. After they are up we can tell better what the loss will be. Both the Bremen and the Saale are, however, pretty badly damaged. Wrecking companies are already working on the Saale and she will be pumped out as soon as possible.

## Cannot Estimate the Loss.

"I will not give any figures, nor can I estimate what the amount will be. The loss on the ships will be estimated by the home office. We received a cable from them this morning, asking for more information. The home office knows the values of the ship. I can only guess at their value. They are all insured in local companies, but I do not feel that I can give the names of the companies."

Mr. Schwab states that there were no passengers on board the steamship Saale and that if any bodies were found, other than that of the crew, they were bodies of visitors, for Saturday was visiting day with the line, and it was probable that there were a number on board at the time of the fire. It is estimated that from three to four hundred persons were injured and taken to the different hospitals in this city, Jersey City and Hoboken. Many of them were found to be seriously hurt and were discharged to-day. Many others are believed to be so seriously injured that they cannot recover.

While the fire was still burning the work of relief was begun. Men came to the office of the North German Lloyd line almost naked and with their clothing ruined by the salt water, men who had been treated by doctors, but who were not sufficiently injured as to be taken to hospitals, also gathered at the office. Every man was given money and clothing, and taken to a temporary lodging house by agents of the company.

## Sailors Lost all Their Belongings.

The sailors from the ships lost absolutely everything they possessed.

Women besieged the officers for information in regard to their relatives. There were about seventy missing reported at the North German Lloyd office alone. Fully eighty per cent of the sailors are Germans who have no home and no relatives in this country. Most of them lived in Germany.

At 4 o'clock this morning, nineteen men, machinists and firemen, were taken off the steamship Bremen after being held very close bound, with death staring them in the face for nearly twelve hours. They were brought ashore on tugs and taken care of in hotels near the company's charred property. No loss of life was reported from the Bremen, with the exception of the probability of the deaths occurring from the capsizing of the boat already mentioned. As seventy-four persons were rescued from the river by six boat's crews from the steamer Phoenixia, of the Hamburg-American line, it is just possible that there was not a soul lost from the Bremen.

Three dead bodies were picked up to-day near the Hamburg-American line dock in Hoboken. One of them was identified as that of Lena S. Cordis, a stewardess of the steamer Saale.

The other two were bodies of males, one of whom was identified through a rent receipt, found in his pocket, as Henry Kordell, of Hoboken. The other body lies as yet unidentified at the morgue, but from the appearance of the clothing it is presumed that the dead man was an officer or coal passer on some of the ships.

From a very reliable source it was learned this evening that the officers of the steamer Saale had accounted for one hundred and eleven persons, out of a total of 252 who were on board at the outbreak of the fire.

There was continuous streams of callers at police headquarters in Hoboken all day, seeking information about missing friends and relatives. Some of them were sent away with very little hope of meeting their missing ones on this side of the grave, while others, evidently prompted by curiosity, gave the police officials no end of trouble, asking frivolous questions.

## Fear Endeavorers Lost Their Lives.

It is feared that some of the Christian Endeavorers who were to have sailed from Boston Tuesday for Southampton on the Saale, may have lost their lives. It was said to-day that some of the people had come to this city, to inspect the ship, which had been chartered to take five hundred of them to England, and that they were on board of her when the flames broke out on the pier.

As many people, to avoid being roasted to death on the three steamships and the docks, jumped overboard and were drowned, searching parties kept a close watch to-day along the shores of the North river, Brooklyn and Staten Island. As the tide was on the turn when the people were lost in the water, it is believed that their bodies were carried up stream and when they rise will come to the surface above Twenty-third street, unless they drifted into the central current and caught the flood tide running out. They are likely to be discovered mostly in the upper bay. Relatives of the missing employed row boats and men to patrol in the vicinity of the disaster in the hope of picking up the remains of the missing ones. Other boatmen searched for the dead on speculation.

## Died From Suffocation.

Special Dispatch to the Intelligencer. PARKERSBURG, W. Va., July 1.—Dore McElmurry, of Pittsburgh, superintendent of the Bridgewater Oil Company, operating in Wirt county, who was found unconscious in an oil tank which he had been inspecting, on Wednesday, died in terrible agony yesterday morning. His death was the result of suffocation. The remains were taken to Pennsylvania last night for interment.

## BRYAN MAKES CONCESSIONS TO NEW YORK.

David D. Hill Accepts an Invitation Extended by the "Boy Orator" to Visit Him at Lincoln.

## THE FREE SILVER ISSUE

Will Cause Trouble in the Convention. Numerous Candidates for Vice President—No Selection Yet.

KANSAS CITY, Mo., July 1.—Three noteworthy events stood out to-day above the mass of detail marking the approach of the Democratic national convention—the arrival of David B. Hill, from New York, and his departure for Lincoln in response to a telegraphic summons from Mr. Bryan; the conference of Chairman Jones, of the national committee, with Mr. Croker, ex-Senator Murphy and other influential leaders, concerning the platform and the first serious consideration by the convention leaders of a plan to reach such an understanding on the platform that the way will be open to nominate Mr. Bryan for the presidency on July 1.

Aside from these main features of the day there were few outward evidences that the convention was near at hand. The tide of travel has not yet surged over the city, bringing the crash of bands, the tramp and hurrah of uniformed clubs, the struggle and confusion of hotel corridors and the massing of great throngs along the streets and in public places. Many of the conspicuous leaders are here with their immediate following and there is the hum of preparation and of conference; but the rank and file of delegates has not appeared. At the chief centers of interest, the Coates House, the Baltimore and the Midland hotels, a shifting and drifting crowd gathered and discussed the two main points of differences—platform and vice presidency. But thus far it is a calm and dispassionate discussion without clamor or enthusiasm.

## Steady Augmenting of Throngs.

During the day the Wisconsin, Pennsylvania, Kansas and Indian Territory delegations arrived, and as the day progressed there was a steady augmenting of the throngs. But the main bodies will come to-morrow and Tuesday and it will not be until then that Kansas City will be fully pulsing with the force of the national conversation.

The leaders are losing no time, however, in making their preparations. But it is noticeable that this is not a gathering of leaders in the accepted sense. On the contrary, it is quite democratic and one hears frequently and proudly the remark that in this convention the delegates, representing the people, will frame the platform and name the candidates. The conspicuous men here—Jones, Hill, Croker, Murphy—are not exerting any powerful hand on affairs; their influence in the vice presidency contest is not discernible and not until to-day have they evinced an interest in smoothing away the rough places in the path of the platform. Most of the members of the executive committee are here, including Chairman Jones; Vice Chairman Johnson, ex-Governor Stone, of Missouri; J. M. Guffey, of Pittsburgh, and George Fred Williams, of Massachusetts, and they hold frequent meetings to determine upon formal proceedings of the convention.

## To Lend Patriotic Fervor.

In one respect their determination to have the reading of the declaration of independence a feature of the 4th of July session is both interesting and significant, for it is in line with the strong effort being made to lend patriotic fervor to the presidential nomination, by making it on the national holiday. The committee has chosen Charles Hampton, of Potoskey, Mich., secretary of the Michigan state committee, to read the instrument. Despite the local opposition to a nomination on the first day of the session, the members of the executive committee are giving it serious consideration. The main difficulty in the way of such an arrangement is the doubt on the platform, for with that settled it is believed that the organization could be so advanced as to permit the nomination to be made on the first day.

This has emphasized the doubt existing on the platform and has been the chief cause of several interesting private conferences during the day. The first of these was in Senator Jones's private rooms, when Mr. Croker and former Senator Murphy called. They found Messrs. Johnson and Campau, of the executive committee, with Mr. Jones and the talk soon turned to the platform.

## Made no Demands.

It can be stated on the authority of one of the gentlemen participating that Messrs. Croker and Murphy made no demands nor did they submit any exact platform proposition, but they appeared more as counselors and advisers in the general interest of the party to urge that judicious action on the platform would make the east, particularly New York, debatable ground in the coming campaign. Practically the entire discussion, quite informal at all times, was on the platform, with a view to securing united action by the east, west and south. After the conference, it was stated with satisfaction by those present that all the indications pointed to complete unanimity and reconciliation between the sections. Another meeting of the same general character occurred later in the day. Chairman Jones, ex-Governor Stone, of Missouri; J. M. Guffey, the successor of Mr. Harrity, from

Pennsylvania; Mr. Campau and Mr. Johnson being present. Again the platform was gone over, with special reference to learning wherein the Pennsylvania sentiment could be counted in the general move toward harmony.

## All Mystified at Hill's Conduct.

While these conferences were going on Mr. Hill, of New York, had arrived and departed without pausing long enough to confer with the other New York leaders. His appearance early in the day started active comment as to his purposes and his vice presidential candidacy, but his unexpected departure for Lincoln on the telegraphic summons of Mr. Bryan, caused little less than a sensation among the convention chiefs.

The New Yorkers were as much mystified as others. As the creature had come from Mr. Bryan it was regarded as another harbinger of that peace and reconciliation which is being industriously sought by the party leaders. Its effect on the Hill vice presidential movement was problematical, with the indications that such an evidence of good feeling would strengthen the New Yorker among those, naturally most hostile to him, the devoted personal adherents of Mr. Bryan and of the cause on which he and Mr. Hill differed so widely.

## THE FAITHFUL LEAVE

For the Scenes of the Democratic Convention at Kansas City. Special Dispatch to the Intelligencer. PARKERSBURG, W. Va., July 1.—

John B. McCoy, private secretary of John T. McGraw, left here last evening, having in charge a number of delegates to the Kansas City convention, together with numerous "shooters" for Bryan and —, or someone else. The party were well supplied with everything to make the trip a success and were in high glee over the prospect of "the time they'd have." McGraw went ahead to prepare a place for them, that where he was, they might be also. Judge McClellan will leave on Monday and Joe Chilton, of Charleston, and C. W. Campbell, of Huntington, will also make the trip alone. The party leaving here yesterday were as follows: Stewart W. Walker, Floyd Strader, John A. Howard, G. B. West, Jackson V. Blair, Colonel Tom Davis, H. E. Spillman, J. W. St. Clair, John H. Holt, Sam A. Hays, A. E. Kenney, H. Lon Carter, John W. Miller, O. H. Such, F. L. Welles, R. G. Bryant, Charley E. Wells, C. A. Donovan, Arthur Kenna, J. P. McCoy, R. W. Morrow, B. F. Taylor, C. R. Summerfield, S. A. Hutchinson, W. T. George, Hop Woods, Jake Moon, Fred Lewis and French Hays.

## MARSTON BOUGHNER DROWNED

Appointed by Congressman Dovener to the Annapolis Naval School. Special Dispatch to the Intelligencer.

MORGANTOWN, W. Va., July 1.—A message received here this morning states that Marston Boughner, only son of Mr. and Mrs. Oliver Boughner, from Clarksburg, was drowned yesterday evening while bathing in the Chesapeake Bay at Annapolis. The news is a great shock to the people in Morgantown, where for two years past he has been a student at the West Virginia University. He was a clever student, of an athletic turn, and was a prominent member of the Theta Nu Epsilon Fraternity. He received an appointment from Congressman Dovener to the United States naval academy at Annapolis recently and left for there on Thursday night to take the entrance examination. He was aged twenty years. His body has not yet been recovered.

## ADMIRAL PHILIP DEAD.

Suddenly Expires from Organic Heart Disease—Commanded the Texas at Battle of Santiago.

NEW YORK, July 1.—Rear Admiral John W. Philip, commandant of the Brooklyn navy yard, died at 3:15 Saturday afternoon of heart disease.

Admiral Philip died at the navy yard. An organic affection of the heart was the cause of his death. He was taken ill about 11 o'clock Thursday night, but to-day his condition had become so alarming that a consultation of physicians was held. Nothing could be done for the sufferer and he died at 3:15 p. m. His wife was at his bedside when the end came.

During the war with Spain, Admiral Philip, commanded the battleship Texas and participated in the destruction of Cervera's fleet, as well as in the other important naval movements in the West Indies during that war.

Upon being raised to the grade of rear admiral by the passage of the naval personnel bill, he became commandant of the Brooklyn navy yard.

## HEAD END COLLISION

On the B. & O. Southwestern Injures Several—Train Crews Escape.

LOVELAND, Ohio, July 1.—In a head-end collision of trains on the Baltimore & Ohio Southwestern railway, near Remington, three miles west of here, Mrs. Agnes Evanoff, of Cincinnati, was seriously injured by being cut in the forehead. The others injured were Alfred Bumgardner, Cincinnati, leg hurt; Mike Branchley, Cincinnati, hurt internally; Frank Rowland, Cincinnati, hurt over right eye; Charles Soud, hurt about head; — McVey, Remington, freight contracting agent for the Baltimore & Ohio Southwestern, hurt internally; Conductor Joseph Morton, arm sprained.

A few others received slight bruises. The engineers and firemen of both trains were saved by jumping. The operator at Remington failed to give orders to the east-bound train.

## Movement of Steamships.

QUEBEC—Arrived: Servia, New York for Liverpool. NEW YORK—Arrived: Potomac, Rotterdam; Bolivia, Naples.

## AMBASSADOR VON KETTLER BUTCHERED.

Chinese Dragged the German Minister From His Horse and Hacked His Body to Pieces.

## WAR WILL BE DECLARED

It is Thought, at Once—Fear Expressed That All Foreigners at the Capital Have Shared Same Fate.

LONDON, July 2.—Official dispatches received by the consular body at Shanghai, an Express cable dated Shanghai, July 1, says, confirm in the fullest manner the report of the butchery of Baron Von Ketteler, the German minister on June 18. The ambassador was riding on Legation street when he was attacked by Chinese troops and boxers, dragged from his horse and killed. His body was hacked to pieces with swords. The German legation and six other buildings were burned, and a number of servants of the legation were killed and their bodies thrown into the flames.

Official confirmation of this ghastly business has created the utmost consternation among the consular generals of the powers, who expressed fears that war al'outrance will be declared against the Pekin government. The consuls entertain little hope that any foreigners are left alive in the capital. There were 300 foreigners connected with the legations, fifty in the custom house, English and American tourists and others to the number of 150, and nearly 500 legation guards.

## British Receive Authentic News.

The British foreign office, the Daily Mail learns, has received news from the British consul at Chee Foo that Baron Von Ketteler has been killed, but no other information.

## A Dispatch to the Express from Nankin, June 30, says:

"French priests here have revealed report from Pekin that the public execution of foreigners has been in progress since June 20. The news comes by runners from French priests at Pekin, who state that they administered the last rites to the condemned men."

Nankin cables, dated Sunday, say that Viceroy Liu Yun Yih received a telegram from General Yu Lu on Saturday stating that the German minister had been murdered at Pekin. Yu Lu, who escaped from Tien Tsin to Pac-Ting-Fu, also wired:

"Position desperate. Implore your help. Foreign troops of eight nationalities entering Pekin to the number of 30,000 or 40,000. The city cannot hold out four days."

Liu-Yun-Yih has received this from viceroy of Hunan-shikail:

"Foreign troops victorious at Tien Tsin. They will enter Pekin immediately."

## Outbreaks of Boxers at Canton.

Outbreaks of the boxers appear to be imminent at Canton. The feeling of unrest steadily increases. Boxers from Ping Tu were marching on Sunday on Che Foo. The governor feared for the town and sent to the warships for forces.

A small riot occurred at Che Foo on Saturday.

Fifty-two refugees who have arrived from New Chwang aver that the boxers have destroyed the railway north of Porth Arthur, and that all the American and English residents are leaving. General Yuan-shihkan, commanding the best foreign drilled troops in China, has notified the German governor of Kiaochow that he will not permit the Germans proposed expedition to Weihai to rescue Chalfont and the Misses Bowden and Hawes, the American missionaries in the hands of the boxers. The missionaries at Pao Ting Fu were reported to be safe on June 25.

## Busy Provoking Hatred.

Agents of the boxers are busy in Shanghai, provoking hatred of foreigners.

Admiral Seymour left Tien Tsin five days ago and then proceeded towards Pekin, but as it takes at least two days to communicate between Tien Tsin and Che Foo, there is nothing extraordinary in this. Troops are going forward from Taku to Tien Tsin daily, though some reports from Taku allege that it will be three weeks before a large force can be sent to Pekin.

The morning papers generally accept as conclusive the reports that Baron Von Ketteler has been killed and express grave uncertainty as to whether any members of the legations at Pekin are safe. The correspondent of the Times at Shanghai telegraphing on Sunday, says:

"Dispatches from Tsin Tau report a serious attack upon German railway engineers at Kaumi. The Europeans escaped, but many Chinese were killed and much property was destroyed. The memorial church at Yoh Chan Fu has been burned. The missionaries at Tsing have been ordered to leave by the mandarins. The advance of troops from Taku is hampered by the lack of cavalry transports."

## Weather Forecast for To-day.

For West Virginia—Showers and cooler Monday, with partly cloudy weather Tuesday; variable winds.

For Western Pennsylvania—Fair and warmer Monday; Tuesday, showers; light easterly winds.

## Local Temperature.

The temperature Saturday, as recorded by C. Scheppl, druggist, corner Market and Fourteenth streets, was as follows:

7 a. m. .... 62 3 p. m. .... 76  
9 a. m. .... 70 7 p. m. .... 76  
12 m. .... 80 Weather fair.

Sunday.  
7 a. m. .... 53 3 p. m. .... 81  
9 a. m. .... 63 7 p. m. .... 81  
12 m. .... 84 Weather fair.